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No. NHIII/P/16/75

*Dated the 17th March, 1976*

To

All State Governments & Union Territories, Governments Departments dealing with National Highways

Sub : Quality control on National Highways and other Centrally Financed Road Works

In continuation of earlier instructions issued vide this Ministry's letters No. NHIII-33 (90) 72 dated 24th August, 1973, 9th January 1974 and 8th May, 1974 on the subject mentioned above. I am directed to issue elaborated/argumnted instructions as below :

2. During the last decade there has been a rapid increase in traffic and load intensities on National Highways, and the trend is towards a further increase in the subsequent plan periods. Due to this, demand has grown for a more efficient performance of the National Highways facilities and a better level of service for the road users. A pre-requisite for this is that adequate quality control may be exercised during execution of the works. The present system of controls through sensory checks has already proved inadequate and been responsible for failures/faulty constructions in several cases. This has to give way to an improved system based on objective and qualitative measurements carried out by staff exclusively set up for this purpose. Besides more economical utilisation of materials this will result in a significant reduction in user costs.

3. To meet the extra cost of quality control a separate percentage provision is being allowed in all National Highways estimates being sanctioned presently. This provision is meant to cover the cost of quality control staff (besides that covered by agency charges) cost of equipment and testing and the miscellaneous recurring expenses of the quality control teams. State Chief Engineers are requested to ensure that the requisite quality control staff, with needed equipment, is placed in position as soon as the execution of any National Highway project or Centrally financed work like Strategic Road begins. Quality control staff should preferably be recruited on permanent basis and trained properly and equipped with the full range of equipment to perform the prescribed test. Exact set-up of the quality control organisations in the States will depend on the nature and size of the project and departmental set up of the State PWD concerned. But broadly, the quality control units should be independent of the execution staff and work under the technical direction of the central Laboratory/Chief Engineers' headquarters office. No doubt results of the quality control tests would be regularly and promptly fed by these units to the site staff as the latter will have the prime responsibility for ensuring good quality of con-